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## THE CHINESE ABROAD.

**THEIR TREATMENT IN SAMOA.**  
It was reported to the Chinese Government some time ago that the natives who had emigrated from the Empire Dowager's dominions to Samoa, under contract to the island planters had been treated in direct violation of the terms of the agreement under which the laborers were allowed to leave their native shores. Mr. Thomas Ling, a Chinese official, appointed special commissioner for emigrants, was deputed by the Peking Government to proceed to Samoa to make inquiries as to the reasons for the complaints. An Australian paper says Mr. Ling arrived by the Manuka from New Zealand, and was met at the wharf by a number of Chinese citizens, headed by Mr. Sun Johnson, of the "Chinese Herald." The envoy was subsequently seen by a representative of "The Daily Telegraph," and he expressed his delight at the trip generally, and the manner in which he had been received by the Governor and other authorities at Samoa. On his return visit to New Zealand, Mr. Ling was given a dinner by the Chinese merchants of Auckland.

Mr. Ling was particularly careful to make it clear that the whole trouble was over the wages question. The natives were engaged for three years at a certain rate per month, the amount being fixed in dollars, which did not distinguish between the American (value 4/2) and the Mexican (value 1/10). The natives, with that astuteness which is peculiar to the Asiatic race, held out for the coin that would yield them the most on exchange. And such was the cause of the worry. In view of these circumstances, Mr. Ling is satisfied that the whole affair will be amicably settled, as the Governor (Dr. E. Schuler), one of the fairest of men, will employ the best measures to put matters on an even keel.

Mr. Ling is of opinion that Samoa is a good place for his countrymen, and he added, with a significant smile, "as far as climatic conditions are concerned." The Chinese population of Samoa is at present 1050, and of these the majority have agreed to work for the German syndicate for another term. There are nearly 400 who do not see their way clear to bind themselves to their Teutonic masters for another term, and the German agent in Hongkong hopes to recruit a sufficient number to fill the gap.

Generalities then engaged Mr. Ling's attention. He anticipated a great future for the trade of China. As to the country shaking off the slumber with which it had been enthralled, Mr. Ling smilingly, yet significantly, said, "We are mobilizing. We are not the people we were, and we are determined upon preparing ourselves for the defense of our country."

Mr. Ling will make an extended report when he reaches Hongkong.

During the evening the Chinese Envoy was called upon by Mr. Tung Chai Chib (editor of the "Tung Wah Times") and Mr. Thomas J. Law.

## EASTERN EXTENSION, AUSTRALASIA, AND CHINA TELEGRAPH.

The accounts for the past half year show that the gross receipts amounted during the period to £204,410, against £206,393 for the corresponding period. The working expenses, including £28,089 for maintenance of cables, amounted to £164,203, against £139,549 for the corresponding period of 1907, leaving a balance of £110,212. From this is deducted £19,770 for income tax payable in England, interest on Mortgage Debenture Stock, and other extraordinary expenditure, leaving as the net profit of the half year £130,442. After adding £74,947 brought forward from the previous half year there is an available balance of £205,389. One quarterly interim dividend of 12 per cent. has been paid for the half year, and it is now proposed to distribute another of like amount on the 14th inst., making with the interim dividends paid for the first half year a total dividend of 5 per cent. It is also proposed to pay a bonus of 4 per share, or 2 per cent, making a total distribution of 7 per cent. for the year 1907. The sum of £50,000 has been transferred to the general reserve fund, and the balance of £205,389 carried forward. Several partial payments of the company's debts have been effected during the half year, and the cost amounting to £28,848 has been charged against the general reserve fund.

## ANALYSIS OF THE BUDGET.

ESTIMATED RECEIPTS ON THE BASIS OF EXISTING TAXATION.	
Customs	£32,800,000
Excise	35,500,000
Death Duties	19,500,000
Stamps	8,100,000
Land Tax	700,000
House Duty	1,900,000
Property and Income Tax	33,000,000
Post Office	18,250,000
Telegraphs	4,520,000
Crown Lands	530,000
Suez Canal Shares	1,170,000
Miscellaneous	2,000,000
	£187,770,000

## ESTIMATED EXPENDITURE.

Consolidated Fund	£4,935,000
Supply Services	111,934,000
	£116,869,000

Estimated Surplus... £4,901,000

## PROPOSED DISTRIBUTION OF SURPLUS.

Taxes remitted:—

Remission of Sugar Duty... £2,400,000

Reduction on Marine Insurance Policies (one cent) 20,000

New charges:—

Old-Age Pensions (one quarter) 1,200,000

Local Authorities 40,000

Final Surplus for 1908-9 £241,000

## OLD-AGE PENSIONS.

The chief features of Mr. Asquith's scheme are:—

(1) Income limit, £25 per annum; married couples living together, £35 per annum.

(2) Age limit, 70 years.

(3) Amount of pension, £18 per annum; married couples living together, £25 per annum.

(4) Forfeiture, or suspension, of pension in case of misconduct.

(5) No "sliding scale"; 5s. a week for everybody who satisfies the conditions.

(6) Aliens, criminals, lunatics, and paupers are disqualified.

(7) To be worked through (a) the Post Office, (b) a local pension authority (to be constituted), and (c) a pension officer, acting under the Excise.

(8) Cost, £60,000,000 for an estimated number of 500,000.

## THE JAPANESE EXHIBITION.

An interesting little pamphlet has reached us containing four speeches by Viscount Kaneko Kikoku, M.P., on the Grand Exhibition of 1912, of which he is Director-General. Some extracts of one speech were republished by us at the time of its delivery. But the whole four are worth reading, in their entirety; not only because the Exhibition bids fair to become a landmark in Far Eastern trade, but for the light that they throw upon the attitude of the Japanese nation at a crucial moment in its history and as a reply to those alarmists who are inclined to cry, in the manner of Gambetta's phrase, *Le Japon c'est l'effort*. It is clear that, in spite of the appalling stagnation of all business in Japan, and the treacherous condition of her national finances, which has brought Government and business men into open conflict, the Japanese will strain every nerve to ensure the success of their Exhibition. More than four years before the Exhibition is to begin, we find, not only that its main lines are clearly mapped out and a plan of the grounds drawn up, but that the very date of opening, April 8, 1912, has been fixed. In character the Exhibition is to be international in every way. It is to be a meeting place for all nations to all countries to compete and encourage rivalry have been received from Great Britain, France, Canada, New Zealand, Germany and Mexico. But the epithet "international" is being kept in the background. As Viscount Kaneko plainly says, Japan is not in a condition yet to assume "the mantle of responsibility" of extending invitations to all nations to the Exposition. London, Paris or St. Louis might well permit such a course. It may well be supposed that the Japanese will be severely disappointed if foreigners should take this restriction too seriously. But the motto for 1912 is to be business, and not a picnic party.

It is on this aspect of business from the international point of view that Viscount Kaneko has particular stress. We mean to profit by our Exhibition, is the prevailing note of his speech, but we believe that you will care to join us may profit at least as much. And the readiness with which Canada and New Zealand, and of their young countries with resources which they are keen to develop, have responded to the Japanese invitation is evidence that others share Viscount Kaneko's faith. He draws attention to the general opinion that the centre of the world's trade is shifting steadily to the Pacific; and points to the opportunity thus afforded to Western merchants to study the tastes and needs of the peoples of all Asia, which is fast becoming the world's market. Moreover, he adds, shrewdly, "many of our Asiatic products, heretofore hidden, may be brought to the notice of Western business eyes." Then comes a bold stroke, Viscount Kaneko appealing to Westerners to bring their new machines and inventions to Japan and "to show up how to change" from home industry to the factory system. It is an obvious effort that by so doing the Westerner would merely be helping to break into Japanese hands what is already in their hands. But the fallacy of this break into Japanese hands is that it would be tantamount to refusing to open up a new market for fear that its capacities for home production might one day exceed those of its original providers. The antidote of that apprehension is contained in Viscount Kaneko's warning, wherein his words are far from applicable to Japan alone, that of intending exhibitors should be careful of displaying machinery capable to reveal the destruction. No special brief need be held for the Tokyo Grand Exhibition, any more than it were to take place in Shanghai or Hongkong, for our recognition of the fact that if there are as good shops in the sea of Far Eastern commerce as ever came out of it, the methods of capture are changing rapidly from what they once were. It is Viscount Kaneko's belief that the Exhibition of 1912, designed to reveal new fishing grounds in the waters of the world, is the last of the new style of angling.

But the least noticeable parts of Viscount Kaneko's speeches are those in which he touches upon the political aspects of the Exhibition as a peacemaker. Thus, speaking on October 30, 1907, he says: "In the last three or four years Japan has suddenly loomed up like a spectre above the horizon of the Far East. We have often been misunderstood by the peoples of foreign countries and we expect to take this time to show what we really are, by throwing open the whole country and keeping no secrets whatsoever." Even more emphatically on December 20 Viscount Kaneko claimed that "the Grand Exhibition is undoubtedly the declaration of Japan's desire to pursue the works of peace." Between the times at which these speeches were delivered and since then, more than one incident may easily be recalled in which the name of Japan has been represented in varying degrees of an unfavourable light, until we reach the point at which Bishop Adair, Tokyo feels himself compelled to deliver the impassioned defence of the Japanese, of which a résumé was published in our telegram last week. In some respects we may be pardoned for thinking that Bishop Adair had been wearing spectacles too rose-coloured. But on general lines the letter is justified by the evidence afforded in recent months, going no further back than the date of Viscount Kaneko's first speech, of a determined effort on the part of Japan to be judged by the best and not the worst of her nation. No more striking testimony could be given of a new way of conduct than the unobtrusive manner in which the Japanese claims in connexion with the Hankow problem, rightly appear to have been settled, and the remarkable opinions attributed to Baron Hayashi in a recent interview of the best policy for Japan to follow in Manchuria. Should such methods be maintained for the next four months, it is certain that a new current of foreign feeling will set in from which no one is likely to profit more than the Japanese. It is impossible to deny a measure of truth to the saying that, where nations are concerned, business knows nothing of friendship. Business, however, knows something of the conditions of mutual interest, of which peace and good feeling are not the least; and it is reasonable to hope that these conditions should be brought into strong relief by the Grand Exhibition.

N.C. Daily News.

**LATEST STEAMER MOVEMENTS.**

The I.G.M. str. *Prinz Heinrich* left Kobe via Nagasaki and Shanghai on the 7th inst. p.m., and may be expected here on or about Tuesday, the 16th inst.

The I.G.M. str. *Buclow* which left here on the 3rd inst. at 1 p.m., arrived at Singapore on the 7th inst. at 3 p.m.

The C.P.R. str. *Empress of Japan* left Vancouver p.m. on Wednesday, the 3rd inst. via the usual ports of call.

The C.P.R. str. *Empress of China* arrived Shanghai at 6 p.m. on Saturday, the 6th inst., and left again at 1 a.m. Sunday for Nagasaki, where she was due to arrive at 5 a.m. yesterday.

where she was due to arrive at 5 a.m. yesterday.

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## HOW IT HAPPENED.

## THE OPIUM ORDER.

Following is a full report of the Parliamentary discussion connected with the closing of opium dens in Hongkong and elsewhere.

Mr. W. Johnson (Warwickshire, Nuneaton) rose to call attention to the opium traffic in the East, and to move:—"That this House, having regard to its resolution unanimously adopted on May 30, 1906, that the Indo-Chinese opium trade is morally indefensible, welcomes the action of his Majesty's Government in diminishing the sale of opium for export, and thus responding to the action of the Chinese Government in their arrangements for the suppression of the consumption of the drug in that empire; and this House also urges his Majesty's Government to take steps to bring to a speedy close the system of licensing opium dens now prevailing in some of our Crown Colonies, more particularly Hongkong, the Straits Settlements, and Ceylon." He said that it was agreed both nationally and internationally that this traffic must be put an end to. It was a question between money and righteousness. (Hear, hear.) The House of Commons, the leaders of the Churches, and the whole country were behind the movement which he represented. There were difficulties in the way, but the Government must overcome them and put the righteousness of the cause before money. Since the resolution on this subject passed the House in 1906 much had been done, but more might have been done. China and Hongkong had done something on her own behalf, but the progress was too slow. There was ample evidence now that China was sincere in this matter.

It was reported from Peking in May of last year that the last of the opium dens in Peking was closed. In the month following all the opium dens in the native quarter of Shanghai were closed, but on the other hand in the British and American concessionary quarters the municipal council declined to do more than to discontinue the grant of annual licenses, and it was not till March 20 of this year that they proposed to close one-fourth of the dens on July 31, and the other three-fourths within two years. He thought that proved that the Chinese were more sincere than we were ourselves. In the self-governing Colonies the traffic in opium was forbidden altogether, but in the Crown Colonies things were different. In Hongkong nothing had been done, while in the Straits Settlements there had only been a committee of inquiry appointed. The American Colonies, on the other hand, had closed all the opium dens in the Philippine Islands, and he asked the Colonial and Foreign Offices to imitate their example and endeavour not to reduce but to put an end to the use of opium.

Mr. T. C. Taylor (Lancashire, S.E., Radcliffe), who seconded, said he had lately visited China, practically for the purpose of studying this question, and he had come to the conclusion that all the best elements in China were bent upon putting an end to this traffic. He was merely an agent of the Government, but opium reform had in it all the elements of a great national movement, and he could recite by the score stories of the scenes of enthusiasm among those who were devoted to the suppression of the habit. In Shanghai, which was an international settlement, he regretted to say that the municipality had not done all that they ought to have done to close the opium dens at a more rapid rate, while in Hongkong, a British settlement, the story was "nothing attempted, nothing done." He was glad to know that there was a strong anti-opium movement in Singapore, and he hoped that the report of a commission on the subject would soon be published. Japan had subject penalised the use and sale of opium, but even Japan had yielded to the temptation to make revenue from opium in Formosa and Korea. How could we reproach our ally when we allowed the yellow peril, gold, to infect our own possessions? (Hear, hear.) China would become one of the great nations of the world, and was in our interest that a reformed China should look on a time when our Government, against the will of the Chinese people, provided the means for their indulgence on this debasing vice? (Hear, hear.)

Colony Seely (Liverpool, Abercromby) said it would be convenient if here replied at once on the colonial aspect of the case, partly because the Colonial Office had been declared to be the principal offender, and partly because his right hon. friend would deal with the question generally later. It was written that Lord Elgin had said to the House for the first time from the table, but his task was easier than it might have been, because in this matter, as he hoped might be the case to a greater and greater degree in all colonial matters, there was no question of party politics being committed to the view that we must do what we could to abate what was a real evil. (Cheers.)

The Government were prepared to accept the motion, and they were prepared to accept it because they considered the time had come to take a decisive step forward. (Cheers.) That being the position the issue was slightly altered. Instead of having to defend themselves on the ground of laxity, they had to defend the action they proposed to take. The House would remember that Lord Morley a year ago said that whatever our attempts to deal with this question might give us or fail to give us, we must not fall behind Japan or India, both of which countries had taken decisive steps in the matter; and Mr. Chamberlain stated that Lord Elgin had watched every opportunity to bring the regulations of our colonies and dependencies more into harmony with the overwhelming opinion of the House and with our plain duty as a civilizing power. The Government, therefore, were bound to act on their declarations. (Cheers.) He would recall to the House some striking facts about Japan and China. Article 159 of the Japanese law laid it down that any one manufacturing, having for sale, or growing opium in any form should be punished by penal servitude not exceeding three years. Further, any person selling or smoking opium should be punished with penal servitude not exceeding three years. (Cheers.) That was dealing with opium with a vengeance. If Japan had found it necessary to make such a law it was conclusive proof that opium smoking and eating were, in the long run, well nigh fatal to the well being of a race. Therefore it became the duty of the Government to take such steps as might be possible, not only to give an example and assistance to China in this task, but to show before herself, but also, and this was the point on which the Colonial Office had been, to a certain extent rightly, censured that night—to save our own fellow-subjects from the evils of the drug. They had evidence from all sources in the Colonial Office showing that whatever the evil results of indulgence in the drug might be to the Chinese, they were far worse in the case of other brown races.

Three places were mentioned in the resolution before the House—the Straits Settlements and Federated Malay States, Hongkong, and Ceylon. With regard to the Straits Settlements, a Commission had been appointed, which was still actively engaged in its labours, though it had nearly completed them. The report was expected early in the autumn. He agreed that that report should be expedited, and everything would be done that could be done to expedite it; but in that report the Government proposed to take action. (Hear, hear.) Of course his hon. friend might say that the Government had proposed

to take action very often, but nothing had followed; but he had every reason to believe that definite action would follow this report. (Hear, hear.) It was, of course, difficult to act rapidly in the case of the Federated Malay States and the Straits Settlements, for in the latter case one half of the revenue was derived from the monopoly. His hon. friend had urged the Government to reflect that morals were more important than money; but when it was a case of our own morals and other people's money that made all the difference. He hoped his hon. friend would agree that they could not do all at once, and, although he was able to state that it was intended to take action, he hoped his hon. friend would not be disappointed if it was not sudden action in view of the difficulty in arranging the revenue. In the Federated Malay States the matter was not quite so difficult, for the amount raised there from one-fifth to one-ninth of the revenue, and there they hoped the process might be quicker. In any case, he could promise that action would be taken which would lead with certainty in the direction of the ultimate extinction of the use of opium. (Hear, hear.) He hoped they had made no progress. A road had now been opened to them towards the ending of this system. That night they definitely decided to take that road. On Monday, 8th, the Government telegraphed to the Governor of Hongkong:—"His Majesty's Government have decided that steps must be taken to close opium dens in Hongkong, as they recognize that it is essential in dealing with the opium question in Hongkong that we must act to the standard set by the Chinese action. Of course, there would be difficulties owing to the revenue derived from opium and to vested interests, but they would be dealt with by the Government, and his hon. friend might rest assured that the Government would not recede from the expression contained in the latter part of the telegram, that besides abolishing the opium dens as soon as might be, they realized that they must come up to the standard set by China in these matters. In the case of Ceylon, the Commission which had set out had concluded its labours, and he understood that the report would be laid on the table of the House. Their recommendations were drastic. They recommended the present system of licensing and sale of opium should be abandoned; that all opium shops should be closed on the expiration of the existing licenses; that the importation, distribution, and sale of the crude drug should be made a Government monopoly; that for every opium shop closed the nearest Government dispensary should be made available for the distribution of the drug to habitual adult users, if they came forward to register their names for a certain quantity, to be periodically paid for in cash; that the sale of opium should be prohibited after a definite period, and that a system of inspection should be introduced by the appointment of special officers for the purpose. The Governor had written an interesting despatch in which he pointed out that with one exception the members were known to hold more or less strong views adverse to the consumption of opium, and that the committee's report was therefore somewhat of a foregone conclusion. The justification of the strong action which the Government proposed to take was, however, to be found in the further statement, which he generally admitted by those who have personal and extensive experience of opium consumption by native races, that while the vast majority of the Chinese may consume opium constantly without any very marked ill-effects, and without indulging to excess, the opium habit almost invariably leads to over-indulgence and physical and moral injury if the consumer belongs to one of the brown races." The Governor proposed, subject to the Secretary of State's approval, to accept and put in force all the recommendations, except that which urged prohibition after a definite time. The Secretary of State had that morning telegraphed to the Governor sanctioning his proposals. He believed the Government were fully justified in the steps forward they were taking. They would not only be guarding their own fellow-subjects from great peril, but co-operating in the stupendous task of regeneration of the people of China.

Mr. Lyttelton (St. George's, Hanover-square) sincerely congratulated the new Under-Secretary on his occupancy of the distinguished post which he now held. Though they had had many controversies in the past, he could say in Carlyle's words, "We walked westward, arguing copiously, except in opinion not differing."

The hon. gentleman had furnished evidence of a conclusive character that the Chinese themselves were quite genuine in their desire to extricate this particular form of vice, and, therefore, it became quite impossible for us, who prided ourselves on a higher civilization, could hold back that Government in what they desired. Everything that was reasonable had been done by the Government both in Ceylon and in Hongkong, and he did not feel disposed to press the Government further in regard to those two colonies. (Ministerial cheers.) He congratulated the Government upon having taken a step which seemed to be entirely reasonable in the circumstances. (Cheers.)

The Earl of Ronaldshay (Middlesex, Hornsey), who had an amendment on the table, setting forth the House, "resolving that an immediate abolition of the export of Indian opium to China would defeat the object which the Government of China to stamp out the vice of opium smoking—by stimulating the production of opium in China itself, is desirous of placing upon record its approval of the policy of his Majesty's Government of reducing the export from India *passu* with the reduction of production in China," explained that he had put it down with the definite object of forcing the Government to consider the exportation of opium into China immediately, the result would be to stimulate the production of opium in China itself. Although the British had nothing to do with the introduction of opium into China, he did not hesitate to cultivate it in the fields of India. We were bound, therefore, to assist the Chinese Government in their efforts to deal with the opium problem. He had studied the vast provinces of the West of China which produced enormous quantities of opium. Having travelled a thousand miles upon the Yangtze River, he had, at one point to pick his way through piles of cases of opium that had come from India, but from the poppy fields of the West for export to the Eastern Provinces, and which produced four times as much opium as came from India. The Chinese Government to stamp out this evil at its root, and that was the enormous production of opium in China itself. Powerful forces weighed in the scale in favour of increasing the native production. The Chinese Government derived a revenue of £7,000,000 sterling from taxation on opium. Again, the officials who were relied on to stamp out the evil were in a large number of cases very largely interested in the continuation of the production in China. The report of the Philippine Commission stated that they had ascertained that certain of the high officials who wrote the most eloquent

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## NOTICE

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed DAILY PRESS only, and special business matters THE MANAGER. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent to before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. Telegraphic Address: Press, Codes: A.B.O., 5th Rd. P.O. Box, 32. Telephone No. 12.

## NEW ADVERTISEMENTS

## POSITION WANTED.

LADY by birth, tall, good appearance, aged 30, first-class Continental Education, having held positions as Teacher, Social Companion, Chaplain, &c. WANTS similar POST in China or Japan; fluent French, German, Portuguese, excellent Drawing, Painting, Photography. Highest of references. Miss T. E. S., 10, Alderley St., Belgrave, London, England.

## S.S. "POLYNESIAN"

## COMPAGNIE DES MESSAGERIES MARITIMES.

## NOTICE.

CONSIGNEES of Cargo from London ex s.s. "Louro" from Havre ex s.s. "Dante" from Bordeaux ex s.s. "Frederic Morel" and "Verbeke" in connection with above Steamers are hereby informed that their Goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and or extra hazardous Godowns of the Hongkong Kowloon. Who and Godown Co., Ltd. at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignee before Noon To-day, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 15th June, at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 16th June, or they will not be recognised.

All damaged packages will be examined on MONDAY, the 15th June, at 3 P.M.

No Fire Insurance has been effected.

F. MALIN, Acting Agent.

Hongkong, 8th June, 1908.

THE HONGKONG WEEKLY PRESS and CHINA OVERLAND TRADE REPORT

is now ready and contains:—

Epitome of the Week's News.

Leading Articles:—

A Big Ship.

"Pay, Pay, Pay."

Bread in the Bone.

The Real Issue.

The Powers in the Pacific.

English Medals.

Hongkong Legislative Council.

Finance Committee.

Supreme Court.

Kulangen (Amoy) Municipal Council.

The Opium Question.

Barking Nuisance.

The Imperial Government and the Colony's Revenues.

Chinese on British Ships.

Hongkong-Singapore Quarantine Regulations.

Tientsin.

Retirement of Genl-General Mansfield.

Companies:—

A. S. Watson & Co., Ltd.

Watkins Limited.

Where Ignorance is Bliss.

Arrival of the "Kalgan."

Japanese Turbine Steamers.

The China Mutual Life Insurance Co. Limited, Shanghai.

Commercial.

Shipping.

Extra copies 30 cents each, Cash.

Copies can be posted from the Office to addresses sent; including postage 34 cents each or \$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance; postage \$2.

Hongkong 9th June, 1908.

SANTA CASA DA MISERICORDIA OF MACAO.

## NOTICE.

IT IS HEREBY NOTIFIED for Public information that, at Three o'clock in the afternoon of the 9th June of the current year, before the Board of Directors of the SANTA CASA DA MISERICORDIA OF MACAO, the adjudication by PUBLIC AUCTION, will be made of the LEASE of the "BOA VISTA" HOTEL SANATORIUM for a period of THREE YEARS, commencing from the 1st July proximo to the end of June, 1911. TENDERS must be submitted in SEALED COVERS.

The conditions for bidding are as follows:—

1. Persons desirous of bidding must Deposit with the Provider of the Santa Casa, before the opening of proceedings, the sum of \$250 as a pledge of the bona fide of their offer, which sum shall be returned to all those who may not be awarded the Lease, immediately after the adjudication.

## INTIMATIONS

## IN THE SUPREME COURT OF HONGKONG.

IN THE MATTER of the Estate of JOHN HERBERT DISTAN JOHNSON late Chief Steward on board the s.s. "SIBERIA," deceased.

NOTICE IS HEREBY GIVEN that the Court has by virtue of Section 53 of the Probates Ordinance No. 2 of 1897, made an Order limiting to the 2nd day of July, 1908, for sending in Claims against the above Estate. All Creditors are hereby required to send their Claims to the Undersigned before the said date.

Dated this 3rd day of June, 1908.

ARATHOON SETH, Official Administrator.

CHINA FIRE INSURANCE COMPANY, LIMITED.

NOTICE.

FROM This Date, and during the Absence of Mr. Gao, L. TOMLIN from the Colony, Mr. W. G. C. PEMBERTON has been appointed ACTING SECRETARY to the Company.

HENRY W. SLADE, Chairman.

Hongkong, 3rd June, 1908.

CHINA TRADERS' INSURANCE CO., LIMITED.

NOTICE.

THE CERTIFICATE No. 539 for Ten Shares, numbered 23611 to 23650, standing in the Register in the name of GOR HUCK TEE, having been declared LOST, NOTICE IS HEREBY GIVEN that unless the said Certificate be produced to the Company on or before the 15th August, 1908, a New Certificate for the said Shares will be issued, and the old Certificate will thereafter be held by the Company as Null and Void.

By Order of the Board of Directors, A. B. ROUSE.

Hongkong, 3rd June, 1908.

WILL NOT REMOVE.

BY courtesy of the SECRETARY of the HONGKONG HOTEL, we will REMAIN HERE.

NOW SHOWING:

NEW SUMMER GOODS.

All Varieties, Most Reasonable Prices.

HOOSAIN-ALI & Co.,

25, Queen's Road Central, Under Hongkong Hotel.

Hongkong, 1st June, 1908.

COLD STORAGE.

THE HONGKONG ICE COMPANY, LTD.

Have now 40,000 Cubic Feet of Cold Storage available at EAST POINT. Storage will be Open at 10 A.M. and 4 P.M. daily. Sunday excepted, to receive and deliver perishable goods.

G. K. HAXTON, Manager.

Hongkong 1st April, 1908.

SINGON & CO.

IRON, STEEL, METAL and HARDWARE MERCHANTS. Wholesale and Retail Ironmongers. Pig Iron and Foundry Coke Importers. General Storekeepers and Shipchangers. 35 & 37, KING, LONGB STREET (2nd Street, west of Central Market) Telephone No. 515.

FOR SALE.

FINE SITE on the Bowen Road, Ready for Building at a Cheap Price.

PERCY SMITH & SETH, Accountants & Auditors, &c., No. 5, Queen's Road Central.

Hongkong, 18th May, 1908.

FOR SALE.

COLLECTIONS OF USED POSTAGE STAMPS.

3,000 all different for ... \$95

2,000 do. ... \$35

1,500 do. ... \$25

1,000 do. ... \$10

ARTISTIC PICTORIAL POSTCARDS, MECHANICAL ANIMALS.

STAMP, POSTCARD and BIRTHDAY ALBUMS. And all other Philatelic Goods.

GRACA & CO., Hongkong Hotel Corridor.

Hongkong, 9th May, 1908.

STORAGE.

FOR COAL, TIMBER, &c.

TO BE LET, a Portion of MARINE LOT No. 285 at NORTH POINT, suitable for above Purpose. EXTENSIVE WATER FRONT. DEEP WATER.

Portions of MARINE LOTS Nos. 31 & 36 on PRAYA EAST. Approximate AREA 43,000 SQUARE FT. 899 YEARS LEASE.

For Particulars, apply—

GEO. FENWICK & Co., Ltd.

Hongkong, 8th June, 1908.

NOW READY.

MAIL TABLES FOR 1908.

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Hongkong, 17th January, 1908.

TO LET.

No. 25, CONDUIT ROAD (Clifton Gardens), Furnished, for 4 to 6 months. Arrangements can be made for longer lease.

Apply to— HAROLD BRODERSEN, Care of THE ASIATIC PETROLEUM CO., Ltd., King's Buildings.

## AUCTIONS

## PUBLIC AUCTION.

THE Undersigned have received instructions from Messrs. PUNCHARD, LOWTHE & Co., to Sell by Public Auction, TO-MORROW (WEDNESDAY), the 10th June, 1908, at H.M.'s NAVAL YARD Extension, commencing at 11 A.M. A Large Quantity of SURPLUS STORES, MATERIAL, PLANT, ROD IRON, &c.;

Also THE WHOLE of THEIR OFFICE FURNITURE, comprising:—WRITING TABLES, DRAWING BOARDS, COPYING PRESS, CHEST-OF-DE-A-VEBS, TABLE CHAIRS, COUNTERS, CLOCKS, BAROGRAPH, 3 MILNER'S IRON SAFES;

The Steam Launch "WALINGFORD" and 2 LIGHTERS. N.B.—Special attention is called to the "MILNER'S" Safes mentioned above, as being in excellent condition, they were imported new and have been in use for only a few years. On View from This Date. Catalogues will be issued. Terms—As Usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 4th June, 1908.

By ORDER of the MORTGAGEES.

PUBLIC AUCTION.

MESSRS. HUGHES & HOUGH have received instructions to Sell by PUBLIC AUCTION, TO-MORROW (WEDNESDAY), the 10th day of June, 1908, at 12 o'clock Noon, at their AUCTION ROOM, No. 8, Des Vaux Road Central, (Corner of Joe House Street), IN ONE LOT THE VALUABLE LEASEHOLD PROPERTY known as

INLAND LOT No. 118, with the Promises, thereon known as Nos. 18, 19, 20, 21, 22, 23, 24 and 25, ELGIN STREET, Nos. 30, 31, and 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

INLAND LOT No. 118, with the Promises, thereon known as Nos. 18, 19, 20, 21, 22, 23, 24 and 25, ELGIN STREET, Nos. 30, 31, and 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135,



## NOTICES TO CONSIGNEES

FROM EUROPE.

## NOTICE TO CONSIGNEES.

## THE H.A.L. Steamship

**"DORTMUND."**  
Captain Malchow, having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before To-day. Any Cargo impeding her discharge will be landed at Consignees' risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 3 P.M.

No Fire Insurance has been effected.  
HAMBURG-AMERIKA LINE,  
Hongkong Office.

Hongkong, 2nd June, 1908. 938

## NORDDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE

## NOTICE TO CONSIGNEES.

## THE Steamship

**"KLEIST."**  
having arrived, Consignees of cargo are hereby informed that their Goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., Kowloon, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 9th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 9th inst., at 9:30 A.M.

All claims must reach us before the 13th inst., or they will not be recognized.

No Fire Insurance will be effected.  
Bills of Lading will be countersigned by the undersigned.

NORDDEUTSCHER LLOYD,  
MELBOURNE & CO.,  
Agents.

Hongkong, 2nd June, 1908. 5

## "SHIRE" LINE OF STEAMERS, LTD.

FROM LONDON, ANTWERP, COLOMBO AND STRAITS.

## THE Steamship

**"CARNARVONSHIRE."**

Captain Ingram, having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, Kowloon, and stored at Consignees' risk and expense.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on WEDNESDAY, the 10th inst., at 3 P.M.

All claims must be presented with fifteen days of the steamer's arrival here after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 10th inst., will be subject to rent.

No Fire Insurance has been effected.  
Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 4th June, 1908. 934

## "GLEN" LINE OF STEAMERS.

FROM TACOMA AND SEATTLE.

## THE Steamship

**"GLENLOGAN."**

having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their goods from alongside. Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any whatever.  
MCGREGOR BROS. & GOW,  
Agents.

Hongkong, 5th June, 1908. 937

## NAVIGAZIONE GENERALE ITALIANA

(Florida and Rubattino United Companies).

## NOTICE TO CONSIGNEES.

## FROM BOMBAY AND SINGAPORE.

## THE Steamship

**"ISCHIA."**

having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 15th inst., or they will not be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 11th inst., will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 10th inst., at 9:30 A.M.

No Fire Insurance has been effected.  
CARLOWITZ & CO.,  
Agents.

Hongkong, 4th June, 1908. 4

## THE DIRECTORY AND CHRONICLE

FOR 1908

Copies may be obtained at the "HONGKONG DAILY PRESS" Office, or from Booksellers throughout the Far East.

Hongkong, 15th February, 1908. 383

## INSURANCES

**NORTH BRITISH AND MEROAN-TILE INSURANCE COMPANY.**  
TOTAL FUNDS AT 31st December, 1905: £17,837,119.

1. AUTHORIZED CAPITAL... £3,000,000  
SUBSCRIBED CAPITAL... 2,750,000  
PAID-UP CAPITAL... 887,500 0  
2. FUND... 3,386,720 19 8

The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.  
SHEWAN, TOMES & CO.,  
Agents.  
Hongkong, 27th April, 1907. 1146

## THE GLOBUS INSURANCE COMPANY OF HAMBURG.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

Hongkong, 13th August, 1906. 23

## AACHEN AND MUNICH FIRE INSURANCE CO.

OF AIX-LE-CHAPPELLE.

The Undersigned, having been appointed AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE at Current Rates.

BEUTER, BROCKELMANN & CO.,  
Agents.  
Hongkong, 21st April, 1897. 114

## THORNE'S OLD VAT

PER CASE \$15

THIS VAT WAS STARTED BY THE LATE ROBERT THORNE OF ENGLAND AND HAS BEEN SOLED BY HIS SONS SINCE

## SCOTCH WHISKY.

SOLE AGENTS IN 791

HONG KONG, CHINA & MANILLA.

A. S. WATSON & CO., LTD.

As Suppliers to the House of Commons.

THE MITSU BISHI DOCKYARD AND ENGINE WORKS, NAGASAKI.

CODE WORD: "DOCK."

A.I., A.B.O., and Engineering Code Used

NEW DOCK NOW OPEN.

DOCK NO. 3.

Extreme Length... 722 feet,  
Length on Blocks... 714 "

Width of Entrance on Top... 661 "

Width of Entrance on Bottom... 581 "

Water on Blocks at Spring Tide... 341 "

DOCK NO. 1.

Extreme Length... 523 feet,  
Length on Blocks... 513 "

Width of Entrance on Top... 88 "

Width of Entrance on Bottom... 77 "

Water on Blocks at Spring Tide... 64 "

DOCK NO. 2.

Extreme Length... 371 feet,  
Length on Blocks... 356 "

Width of Entrance on Top... 63 "

Width of Entrance on Bottom... 53 "

Water on Blocks at Spring Tide... 22 "

PATENT SLIP.

Suitable for vessels up to 1,000

THE WORKS are well equipped with

LATEST PLANTS and APPLIANCES to undertake BUILDING or

REPAIRING SHIPS, ENGINES, and BOILERS, and also ELECTRICAL WORK.

A LARGE STOCK OF MATERIAL is always kept on hand.

THE COMPANY has the powerful steamer "OURA-MARU" (712 tons, 700 I.H.P.) specially built for SALVAGE PURPOSES equipped with necessary gear, always ready for Short Notice.

908

## MARTIN'S APIOL &amp; STEEL PILLS

For Ladies' PILLS

A French Remedy for all Female Affections. Thousands of Ladies keep a box of Martin's Pills in the house, so that on the first sign of any disorder of the System a remedy may be administered. These pills are used with the greatest success in all cases of Indigestion, Biliousness, Headache, Neuralgia, and all other ailments of the Female System.

MARTIN, Chemist, SOUTHAMPTON, ENGLAND.

## The Society of Motor Manufacturers and Traders, Ltd.

For the protection, encouragement and development of the Automobile Industry.

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Traders who can best supply their needs, whether for Motor Cars (commercial or pleasure),

Motor Agricultural Machines, Motor Boats, Fire Engines, Stationary Motors, Compressors,

Parts, Tyres, or Accessories.

Address: Maxwell House, Abchurch Lane, London, England.

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## HOW IT HAPPENED.

(Continued from page 3.)

allow themselves to be forced by well-meaning but imprudent people to go faster than they thought it was wise to go.

Sir H. Cotton pointed out that the argument that it would be difficult to compensate the Indian cultivators of the poppy proceeded upon a serious fallacy, because the Indian cultivators frequently protested against this cultivation. They would rather be free to cultivate what they liked, because the cultivation of other crops would be more profitable to them.

Sir J. Kinnear (Devon, Holton) expressed his lively satisfaction at the progress made in this question by the Government and at the active steps taken by the Government.

Mr. Bennett (Oxfordshire, Woodstock) said that among the many Oriental students at Oxford he had never met one who was not in deadly earnest in this matter. The only hostility arose from officials and traders. The suggestion that the moral responsibility of this country depended on the attitude of China would not hold water. He congratulated the Government on what was a most hopeful outlook.

It had ever been presented on this question. He had ever had a more painful shock than when he heard Mr. Morley say that nothing could be done because of the revenue difficulty. The White Paper stated the official mind in India as being opposed to any increase in the rate of import duty levied on the imports of opium in China.

While India levied a tax for her own revenue purposes, she levied the right of another country to levy a duty for a moral purpose. The revenue difficulty was, no doubt, a serious one in India, but many hon. members thought that the military expenditure might be lessened in order to secure the £3,000,000 needed to clear our consciences of this abominable curse.

Sir E. Grey (Northumberland, Berwick).—I should like cordially to endorse the remark made by my hon. friend the secondor of this resolution when he gave to the House of Commons the credit for the progress which has been made in this question owing to the line it took during the two years ago and on other occasions in recent years. I think that he is justified in claiming for opinion by the British House of Commons a real effect in making progress in the opium question in China. But though I am prepared to guardedly follow the line he and other speakers have taken during the debate, I doubt if I shall satisfy the hon. gentleman who has just sat down, and I cannot agree with the criticisms he passed on the language used by my noble friend the Secretary of State for India two years ago, which, I think, are not justified. It is true that the promise made by my noble friend two years ago, and guarded, but it was followed by a large measure of fulfilment (hear, hear); the words were careful, but performance has been up to the level of the words. (Hear, hear.) If the language was cautious, it was because, as every one who has followed the public career of my noble friend will appreciate, he is exceedingly shary in raising expectations that he may think not easy of fulfilment. It is true he pointed out difficulties, and it is so good ignoring difficulties. It is part of the duty of a Minister to point out difficulties that cannot be ignored and which sooner or later, whether they are ignored or not, will have to be encountered. He has to point out the difficulties, and if he does not, no one else will do so, and the House will not have full information. My noble friend did point out the difficulties, but it is a wrong construction to place upon his speech to say that he pointed out the difficulties in order to plead them as excuses for not doing anything at all. Clearly that was not his object.

Mr. Bennett said that was not his intention. Sir E. Grey.—I think I shall be in the recollection of the House in saying that the hon. gentleman referred to the fact that the Secretary of State for India quoted official opinion in India, and he criticized the speech as giving too much importance to official opinion. My noble friend stated the difficulties of the case that the House might be aware of them; but, as his action has shown (and the Under-Secretary for India can bear me out), there has been no intention on the part of the Secretary of State, of the India Office, or of officials to plead difficulties as excuses for not doing anything. As a matter of fact, the policy of the Indian Government has been to convince the Chinese Government that they are in earnest in this matter by proceeding with large instalments of reductions in exports. Now, I go to one or two questions which the Foreign Office is specially concerned. The hon. member who introduced the subject did not, I think, quite understand the position of the Foreign Office when he criticized the action of the Shanghai municipality, nor did he give the credit due to the British members for the abolition of opium dens in the purely British settlement. In the second place, it is not possible for me to control the action that may be taken by the British settlements. They have considerable freedom of action. Even the Local Government Board at home cannot dictate to municipalities like Glasgow and Birmingham or other great towns, in the conduct of their own affairs, and my position towards British municipalities is that in even more vague and undefined than is that of the Local Government towards municipalities at home. And with regard to Shanghai, the only municipality about which criticism has been passed, I would point out that Shanghai is an international settlement, as well as a British settlement; and though, no doubt, there is a large British majority on the council this is a matter to be decided, not only by the council, but also by the ratepayers, among whom are a large number of Americans and people of other nationalities. But the municipality has promised to reduce the opium done by a quarter within a month or so, with a view to bringing the whole to an end in two years. My hon. friend read an extract to show that this was not decided; but my information has led me to suppose that that is the definite intention. I cannot give an absolute promise about something not within my entire control; but we have already expressed our opinion as to what, for the credit of the British, the action of the municipality should be, and I will certainly do my best to ensure that what I have said, a tendency shall become a fact in action and be realized in two years. (Hear, hear.) Though the native dens are closed as opium dens, the Chinese are not prohibited from selling opium. Therefore, it is unfair to contrast the action of the municipality with the action taken in the native city as if the sale of opium was prohibited altogether there. I believe it is very desirable that in the international settlement the opium dens should come to an end, and that not only should the Chinese precept but the Chinese practice be followed. There is the Chinese point of view to be borne in mind, and the Viceroy of Nanking, the great Chinese official, has expressed his gratification at the action the Shanghai municipality has taken; so that the Chinese recognize that, though their action may not have gone as far as present as could be desired, yet they have shown a desire to help the Chinese. (Hear, hear.) My hon. friend who moved the resolution asked me

about the commission which the United States has proposed and about the delay. It is not our commission, but the proposal of the United States. We have asked what the date and time and place of meeting are to be, and until we have a reply from the United States it is impossible to give more information on the subject. But we have not waited for the commission as regards any action of our own. Our action will be quite independent of whether the commission meets soon or late. (Hear, hear.) I am not sure, looking back over the experience of years, that we should not hope as much from a purely British commission or purely British action as from an international commission or an international conference.

With regard, however, to the commission which the United States has proposed, we do welcome the proposal, and we will do everything in our power to assist, support, and co-operate. The noble lord who spoke opposite laid stress on the fact, and I think quite rightly, that it was desirable that the diminution of consumption in China should progress alongside of the diminution of the export from India. There are, no doubt, people in China who do not wish to see the consumption of opium diminished. These are the people there who would hope that, by the diminution of the import of opium into China, they themselves might be able to create a monopoly and make larger profits. There are people of that sort in every country. (Cheers.) I certainly should not like to see the opium question in China turned into a branch of Chinese tariff reform. Though I agree that we ought not to make the shortcomings of others in any way an excuse for lowering our own standard, I think, also, it is common sense in this matter that when we are diminishing the export of opium from India to China with the object of bringing it to an end altogether, we should in everything we do help the Chinese not merely to get rid of the import, but to get rid of the consumption of opium in China itself. That has been one of the considerations borne in mind by my noble friend the Secretary for India. Progress has already been made in some parts of China. No doubt the degree has not had the effect which the Chinese Government hoped. China is a vast country, comparatively loosely organized, and it is not easy to get the degree of uniformity in the Chinese Government that we have had in the past. It ought to have had in diminishing the growth or diminishing the consumption of opium. Considering all the circumstances, what strikes me is not the small result obtained, but the amount of good result which has been obtained in China in so short a time. Let us bear in mind the difficulties of the Chinese Government. They are enormous. They are undertaking the greatest task a Government can undertake. The most difficult task, I think, anybody can undertake is to put an end to a habit. The attempt to put an end to a national habit in ten years was an effort which, as had been said, but justly so, any European Government would have been unwilling to face. One or two hon. members had asked whether China was in earnest. The Chinese Government and the best people in China at all events were in earnest. (Cheers.) There is a strong party of progress, but undoubtedly there is a party of the other way of thinking. That is not peculiar to China. When any one tries to put down an abuse, a party, and sometimes a strong party, at once arises to defend the practice and to protect it. (Lord Basingstoke here inserted a remark. If the noble lord chooses to put a special application upon my words he is welcome to do so. (As Hon. Member:—"He has Chinese on the brain.") Of course, whenever you raise such a question the question of confidence arises. Any Government which tries to put down an abuse will have great difficulty in doing so. The question is—there being two parties in China—on which side are we to be so far as our action is concerned? (Cheers.) Of course, if you take the point that no progress has been made you can make that an excuse for doing nothing. If you wish to help China you can make that a justification for what we have already done and may be able to achieve in the future. I should like in conclusion to give the House a quotation from a Despatch issued by the Chinese Government on March 24th which is not included in the papers before the House. It is a somewhat remarkable Despatch and recognizes what the British Government has done and the difficulties the Chinese Government has to face. "We have already directed by Imperial Decree that regulations should be issued under which the use of opium, both foreign and native, should be totally suppressed within the period of ten years. The British Government have now agreed to effect an annual reduction in the amount of opium exported to China, and other friendly Powers are willing to assist. This enlightened policy on their part has greatly impressed us. Under the agreement with the British Government the reduction of the exports is to be continued for three years, and if it is found at the expiration of that period that China has effectively decreased the consumption and production of opium the policy of reducing the exports will still be carried on. To allow these three years to slip by without taking measures for the abolition of the drug would be a poor return for the benevolent policy of a friendly Power and a deep disappointment to philanthropists of all nations." (Cheers.) I think that is a most sympathetic statement and an entire justification for what the British Government has done and a fair statement of the actual situation. They recognize what we have done to help in the matter and their responsibility, and it rests with them to secure the effect that they desire. The hon. member who seconded the resolution spoke of the future of China. I agree that it is a most interesting question, not merely from this point of view. With regard to reform in China, the question is—how sympathetic with or do we begrudge and hinder her? Our desire is that the Chinese make progress. They may feel that we sympathize with them to the full step by step. On this question, at all events, we have proceeded that result already. Whatever party differences we may have on other questions—and I am sorry if anything I said seemed to introduce party feeling into this debate—I leave them entirely to other questions and ask the House of Commons to accept this resolution and to let that be the end of this question in supporting the action the Government have taken. (Cheers.)

The motion was then unanimously agreed to and a cheer.—Times.

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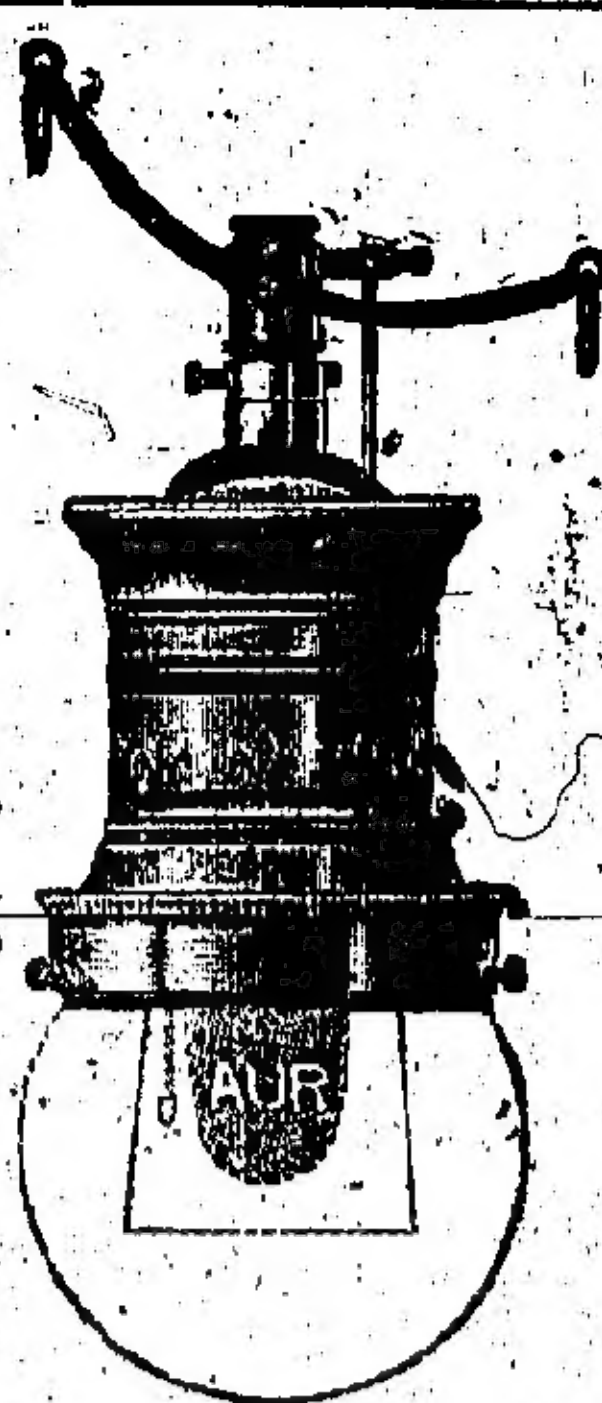
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## SHIPPING.

**ARRIVALS.**  
**JAPAN**, British str., 3,898, J. G. Oliffert, 8th June—Calcutta May 25th, Penang 30th, and Singapore 3rd June, General—David Sassoon & Co., Ltd.  
**KANAGAWA MARU**, Japanese str., 6,169, N. Ohno, 8th June—Yokohama 27th May, and Shanghai 5th June, General—Nippon Yusen Kaisha.  
**KENMUN**, British str., 5,866, H. W. N. Evans, 8th June—Mauritius 6th June, General—Butterfield & Swire.  
**MATHILDE**, German str., 831, A. P. Uldersop, 8th June—Haiphong & Hoihow 7th June, General—Jensen & Co.  
**MAUSANG**, British str., 1,844, Weigall, 7th June—London 2nd June, Timber and General—Jardine, Matheson & Co.  
**MREFOO**, Chinese str., 1,339, J. MacArthur, 8th June—Shanghai 4th June, General—Chinese.  
**NIKKO MARU**, Japanese str., 4,434, Harrison, 8th June—Melbourne 13th May, General—Nippon Yusen Kaisha.  
**POLYMERIN**, French str., 3,548, Martin, 7th June—Marseilles via Saigon 5th June, Mails & General—Messageries Maritimes.  
**SEGOVIA**, German str., 9,445, F. Sachs, 8th June—Tientsin 3rd June, General—Hamburg-Amerika Linie.  
**TOTOMI MARU**, Japanese str., 2,464, M. Winkler, 8th June—Singapore 1st June, General—Nippon Yusen Kaisha.  
**YUENANG**, British str., 1,108, E. H. Reid, 8th June—Manila 5th June, General—Jardine, Matheson & Co.  
**MAFRO**, British str., 1,619, R. Rodgers, 8th June—Manila 5th June, Sugar and Cigars—Shewan, Tomes & Co.

**DEPARTURES.**  
 8th June.  
**GALVESTON**, American cruiser, for Manila.  
**KOWLOON**, German str., for Nagasaki.  
**POLYMERIN**, French str., for Shanghai.

**SHIPPING REPORTS.**  
 The British str. *Japan* reports: Light S. W. and West wind and calm, fine clear weather, smooth sea.  
 The British str. *Mausang* reports: Light winds and fine weather to within 50 miles of Hongkong, thence squally and rainy to port.  
 The British str. *Yuenang* reports: Light variable winds, cloudy sky, N. E. swell and fine weather.

**VESSLS IN DOCK.** June 8th.  
**ABERDEEN DOCKS.**—*Sorsogon, Fune, Pitcair, Lok, Courfield, Knutsborg, Maria, H.M.S. Britomart, Manila.*  
**COSMOPOLITAN DOCKS.**—

**VESSLS PASSED ANKER.**  
 May 21, Dutch str. *Flores*, Polje, April 4, from Hamburg, for Batavia.  
 May 22, British str. *Vellor*, March 25, from New York, for Chetoo.  
 May 24, British str. *Island*, Wright, May 22, from Singapore, for Christmas Island.  
 May 25, British str. *Statholde*, March 14, from Philadelphia, for Hogo.  
 British str. *Baron Arden*, from Saigon.  
 May 26, British 4-m. *Arden*, McDonnell, March 20, from Kobe, for New York.  
 Swedish hq. *Trifolium*, Westerlund, April 12, from Bangkok, for Arore.

**VESSLS ON THE BERTH.**  
**DOUGLAS STEAMSHIP COMPANY, LIMITED.**

FOR SWATOW, AMOY AND FOCHOW.

**THE Company's Steamship**  
**"HAIMUN."**  
 Captain Evans, will be despatched for the above Ports TO-DAY, the 9th inst., at 4 P.M.  
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**DOUGLAS, LAURIE & Co.,**  
 General Managers.  
 Hongkong, 5th June, 1908. 936

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**THE Steamship**  
**"ISCHIA."**  
 Captain Belsito, will be despatched as above TO-MORROW, the 10th June, at Noon.  
 For further particulars regarding Freight and Passage, apply to  
**CARLOWITZ & Co.,**  
 Agents.  
 Hongkong, 29th May, 1908. 4

**THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.**

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**THE Steamship**  
**"DELHI."**  
 Captain J. D. Andrews, R.N.R., carrying H.M. Majesty's Mail, will be despatched from this for Bombay & Co. on SATURDAY the 13th June at Noon, taking passengers and cargo for the above port in connection with the Company's "BRITANNIA," 7,000 tons, from Colombo passengers accommodation in which vessel is secured before departure from Hongkong. Silk and Valuable, all cargo, for France and Tea for London (under arrangement will be transhipped at Colombo into the mail steamer, proceeding to Marseilles and London, other cargo for London, &c., will be conveyed from Bombay by the R.M.S. "Egypt," due in London on 26th July, 1908.  
 Passes will be received at this Office until 4 P.M. the day before sailing. The contents and values of all packages are required.  
 For further particulars, apply to  
**F. J. ABBOTT,**  
 Acting Superintendent.  
 Hongkong, 1st June, 1908. 1

## VESSELS ADVERTISED AS LOADING

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1 From Green Island to the Harbour Master's. 2 From Harbour Master's to Blake Pier. 3 From Blake Pier to Naval Yard. 4 From Naval Yard to East Point.

DESTINATION	VESSEL'S NAME	FLAG & REG.	BERTH	CAPTAIN	FOR FREIGHT APPLY TO	TO BE DESPATCHED
LONDON & C. VIA PORTS OF CALL.	DELHI	Brit. str.	—	J. D. Andrews, R.N.R.	P. & O. S. N. Co.	On 13th inst., at Noon.
LONDON & ANTWERP VIA SUEZ CANAL	GLENHARR	Brit. str.	—	W. Haughton	McGREGOR BROS. & GOW	On 15th inst.
LONDON & ANTWERP VIA SINGAPORE & C.	CANDIA	Brit. str.	—	O. Jones, R.N.R.	P. & O. S. N. Co.	About 17th inst.
LONDON & ANTWERP	CARDIGANSHIRE	Brit. str.	—	J. B. Ferguson	SHAW, TOMES & CO.	About 22nd inst.
LONDON & ANTWERP VIA SINGAPORE & C.	PALBEMO	Brit. str.	—	J. B. Ferguson	P. & O. S. N. Co.	About 23rd inst.
HARVE & HAMBURG VIA STRAITS & C.	DORTMUND	Ger. str.	k. w.	Malchow	HAMBURG-AMERICA LINE	On 12th July.
HARVE & HAMBURG VIA STRAITS & C.	ISTRIA	Ger. str.	k. w.	Lening	HAMBURG-AMERICA LINE	On 26th July.
HARVE & HAMBURG VIA STRAITS & C.	SAXONIA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINE	On 9th August.
LISBON, HAVRE, BREMEN & HAMBURG	SKANDIA	Ger. str.	k. w.	v. Dehron	HAMBURG-AMERICA LINE	On 15th inst.
MARSEILLES, C. VIA PORTS OF CALL.	ERNEST SIMONS	Fr. str.	—	Girard	MESSAGERIES MARITIMES	To-day, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE & C.	KANAGAWA MARU	Jap. str.	—	N. Ohno	NIPPON YUSEN KAISHA	To-morrow, at Daylight.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE & C.	HAKATA MARU	Jap. str.	—	T. Murai	NIPPON YUSEN KAISHA	On 24th inst., at Daylight.
MARSEILLES, HAVRE & COPENHAGEN	SIAM	Dan. str.	—	Girard	MESSAGERIES MARITIMES	Beginning of July.
ANTWERP, ROTTERDAM, BREMEN & HAMBURG	BRISGAVIA	Ger. str.	k. w.	Girard	MESSAGERIES MARITIMES	On 23rd inst.
GENOA & M. MARSEILLES & HAMBURG	HELLAS	Ger. str.	k. w.	Sach	MELCHERS & CO.	On 18th inst.
NAPLES, GENOA, ALGIERES, GIBRALTAR & C.	PRINZ HEINRICH	Ger. str.	—	P. Grosch	MELCHERS & CO.	On 17th inst., at Noon.
TRIPOLI, C. VIA SINGAPORE, & C.	TRIPOLI	Aus. str.	—	S. Chinnak	SANDER, WIELER & CO.	About 23rd inst.
ODDESA	VORONEJ	Rus. str.	—	—	MELCHERS & CO.	About end of June.
NEW YORK	OGDANO	Brit. str.	—	—	ARNHOLD, KARBURG & CO.	About 25th inst.
BOSTON & NEW YORK	CHAZEN	Brit. str.	—	—	DODWELL & CO., LTD.	To-morrow.
VANCOUVER VIA SHANGHAI JAPAN, & C.	EMPEROR OF INDIA	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 13th inst., at 4 P.M.
VANCOUVER VIA SHANGHAI JAPAN, & C.	LENNOR	Brit. str.	—	—	CANADIAN PACIFIC R. CO.	On 15th inst., at Noon.
VICTORIA, B.C. & SEATTLE, WASH. & C.	KAGI MARU	Jap. str.	—	S. Ishikawa	NIPPON YUSEN KAISHA	To-day, at 4 P.M.
VICTORIA, B.C. & TACOMA VIA JAPAN	TREMONT	Am. str.	—	G. S. Laprak	NIPPON YUSEN KAISHA	On 23rd inst., at 4 P.M.
SALINA CRUZ, MEXICO VIA MOJIL & JAPAN	MARIN	Ger. str.	—	G. C. Christensen	CHINA COMMERCIAL S.S. CO.	On 1st July.
AUSTRALIAN PORTS VIA MANILA	TRINIAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWIRE	On 11th inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	K. Homma	NIPPON YUSEN KAISHA	On 12th inst., at Noon.
AUSTRALIAN PORTS VIA MANILA	MANILA	Jap. str.	—	J. Minssen	MELCHERS & CO.	On 18th inst., at 5 P.M.
VLADIVOSTOCK	NIKKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	On 10th July, at Noon.
KOBE AND YOKOHAMA	CURONIA	Rus. str.	—	A. Christensen	MELCHERS & CO.	About 5th July.
YOKOHAMA AND KOBE	BINGO MARU	Jap. str.	—	W. von Senden	NIPPON YUSEN KAISHA	On 13th inst., at Daylight.
YOKOHAMA AND KOBE	PRINZ WALDEMAR	Ger. str.	—	T. Harrison	MELCHERS & CO.	About 26th inst.
YOKOHAMA AND KOBE	NIKKO MARU	Jap. str.	—	T. Harrison	NIPPON YUSEN KAISHA	To-morrow, at Noon.
YOKOHAMA AND KOBE	YAWATA MARU	Jap. str.	1 m.	Zwart	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA AND KOBE	KWIRIANG	Frans. str.	—	Dowson	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
YOKOHAMA AND KOBE	ADIRAL EXELMANS	Frans. str.	—	J. Miller	NIPPON YUSEN KAISHA	To-day.
YOKOHAMA AND KOBE	TOTOMI MARU	Jap. str.	—	M. Winkler	NIPPON YUSEN KAISHA	To-morrow, at 4 P.M.
YOKOHAMA AND KOBE	HANTANG	Brit. str.	1 m.	H. Trowbridge	BUTTERFIELD & SWIRE	To-morrow, at Noon.
YOKOHAMA AND KOBE	TAISANG	Brit. str.	—	D. Christie	JARDINE, MATHESON & CO., LD.	About 11th inst.
YOKOHAMA AND KOBE	MALTA	Brit. str.	—	R. A. Peters	DAVID SASSON & CO., LTD.	On 12th inst., at Noon.
YOKOHAMA AND KOBE	SARDINIA	Brit. str.	—	J. G. Oliffert	P. & O. S. N. Co.	About 12th inst.
YOKOHAMA AND KOBE	SAXONIA	Ger. str.	k. w.	Habel	HAMBURG-AMERICA LINE	On 16th inst.
YOKOHAMA AND KOBE	GOEBEN	Ger. str.	—	B. Wilhelm	MELCHERS & CO.	About 17th inst.
YOKOHAMA AND KOBE	RETSIA	Ger. str.	k. w.	—	HAMBURG-AMERICA LINE	On 18th inst.
YOKOHAMA AND KOBE	SHOHTO MARU	Jap. str.	—	M. Noto	OSAKA SHOSEN KAISHA	On 18th inst., at 10 A.M.
YOKOHAMA AND KOBE	CAIROHIN	Frans. str.	—	Martin	MESSAGERIES MARITIMES	On 23rd inst., P.M.
YOKOHAMA AND KOBE	NAMANG	Rus. str.	—	M. B. Lake	JARDINE, MATHESON & CO., LD.	On 23rd inst., at Noon.
YOKOHAMA AND KOBE	PETRONIA	Rus. str.	—	H. Pybus	MELCHERS & CO.	End of June.
YOKOHAMA AND KOBE	TIMARI	Dut. str.	—	de Brouwer	JAVA-CHINA-JAPAN LINE	Quick despatch.
YOKOHAMA AND KOBE	YOKOHAW	Brit. str.	1 m.	F. Northomb	BUTTERFIELD & SWIRE	To-morrow, at 4 P.M.
YOKOHAMA AND KOBE	FUKUSHU MARU	Jap. str.	—	T. Itou	OSAKA SHOSEN KAISHA	To-morrow, at Daylight.
YOKOHAMA AND KOBE	JOSEPH MARU	Jap. str.	—	H. S. Smith	OSAKA SHOSEN KAISHA	On 14th inst., at 9 A.M.
YOKOHAMA AND KOBE	SUNGKIAN	Jap. str.	1 m.	G. H. Pennefather	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA AND KOBE	HAIMON	Brit. str.	2 m.	Evans	DOUGLAS, LAURIE & CO.	To-day, at 2 P.M.
YOKOHAMA AND KOBE	KUMOHOW	Brit. str.	1 m.	G. Hooker	BUTTERFIELD & SWIRE	On 11th inst., at 4 P.M.
YOKOHAMA AND KOBE	BINGAN	Brit. str.	1 m.	Jameson	BUTTERFIELD & SWIRE	To-day, at 9 A.M.
YOKOHAMA AND KOBE	HUTEN	Brit. str.	—	Slat	BUTTERFIELD & SWIRE	On 11th inst., at 9 A.M.
YOKOHAMA AND KOBE	RUH	Brit. str.	—	S. Almond	SHAW, TOMES & CO.	On 20th inst., at Noon.
YOKOHAMA AND KOBE	TAMING	Brit. str.	1 m.	A. W. Catterbridge	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
YOKOHAMA AND KOBE	YUENANG	Brit. str.	—	T. Merck	JARDINE, MATHESON & CO., LD.	To-morrow, at 4 P.M.
YOKOHAMA AND KOBE	ZAPHO	Brit. str.	1 m.	Ryger	SHAW, TOMES & CO.	On 13th inst., at Noon.
YOKOHAMA AND KOBE	LOOGBANG	Brit. str.	—	S. J. Payne	JARDINE, MATHESON & CO., LD.	On 19th inst., at 4 P.M.
YOKOHAMA AND KOBE	BORNEO	Brit. str.	—	F. Sembl	MELCHERS & CO.	About End of June.
YOKOHAMA AND KOBE	IECHIA	Ital. str.	—	Belsito	CARLOWITZ & CO.	To-morrow, at Noon.
YOKOHAMA AND KOBE	YEBOSHI MARU	Jap. str.	—	B. Kon	NIPPON YUSEN KAISHA	On 18th inst.
YOKOHAMA AND KOBE	FOOKSANG	Brit. str.	—	Findr	JARDINE, MATHESON & CO., LD.	On 24th inst., at Noon.
YOKOHAMA AND KOBE	TIFANAS	Dut. str.	—	—	—	Quick despatch.

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 GOTHENBURG.

**PROJECTED SAILINGS FROM HONGKONG.**  
 SUBJECT TO ALTERATION.  

DESTINATION	STEAMERS	DATE OF SAILING
SHANGHAI, YOKOHAMA & KOBE	"PETRONIA"	End of June.
MARSEILLES, HAVRE, & COPENHAGEN	"SIAM"	Beginning of July.
VLADIVOSTOCK	"CURONIA"	About 6th July.

 For Further Particulars, apply to  
**MELCHERS & CO.,**  
 Agents.  
 Hongkong, 5th June, 1908. 6

**NIPPON YUSEN KAISHA.**  
 (THE JAPAN MAIL STEAMSHIP CO.)  
**PROJECTED SAILINGS FROM HONGKONG—**  
 SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES 1908.
MARSEILLES, LONDON AND ANTWERP, via SINGAPORE, PENANG, COLOMBO, and PORT SAID	KANAGAWA MARU, Capt. N. Ohno, Tons 6169; HAKATA MARU, Capt. T. Murai, Tons 6161	(WED) DAY, 10th June, at Daylight; (WED) DAY, 24th June, at Daylight.
MANILA, B.C. and SEATTLE, WASH. via SHANGHAI, MOJIL, KOBE, YOKOHAMA, SHIMIDZU and YOKOHAMA	IYO MARU, Capt. S. Ishikawa, Tons 6920; KAGA MARU, Capt. G. S. Laprak, Tons 6901	TUESDAY, 9th June, at 4 P.M.; TUESDAY, 23rd June, at 4 P.M.
SYDNEY and MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	YAWATA MARU, Capt. K. Homma, Tons 3817; NIKKO MARU, Capt. T. Harrison, Tons 5589	FRIDAY, 12th June, at Noon; FRIDAY, 10th July, at Noon.
SHANGHAI, MOJIL, KOBE, NAGASAKI, KOBE and YOKOHAMA	TOTOMI MARU, Capt. M. Winkler, Tons 3412; NIKKO MARU, Capt. T. Harrison, Tons 5589	TUESDAY, 9th June, at Noon; (WED) DAY, 10th June, at Noon.
KOBE and YOKOHAMA	BINGO MARU, Capt. A. Christensen, Tons 6247	(SAT) URDAY, 13th June, at Daylight.
BOMBAY via SINGAPORE, COLOMBO and COLOMBO	YEBOSHI MARU, Capt. B. Kon, Tons 4097	TUESDAY, 18th June, at Noon.

\* Calling at Keelung.  
 † Cargo only.  
 ‡ Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.  
 For Further Information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Charter Road.  
**T. KUSUMOTO,**  
 MANAGER.  
 Hongkong, 8th June, 1908. 356

## MESSAGERIES MARITIMES.

**FRENCH MAIL LINES.**  
 FORTNIGHTLY SERVICE TO AND FROM EUROPE VIA SUEZ CANAL.  
 FORTNIGHTLY SERVICE TO AND FROM JAPAN VIA SHANGHAI.

FOR	STEAMERS	TO SAIL
MARSEILLES VIA PORTS	"ERNEST SIMONS"	On 9th June, 1 P.M.
SHANGHAI, KOBE & YOKOHAMA	"CALEDONIE"	On 22nd June, P.M.
MARSEILLES, VIA PORTS	"TONKIN"	On 23rd June, 1 P.M.

Transhipping on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea. Through Tickets to London, via Paris, from 27/10s. up to 27/10s. 20 hours Railway from Marseilles to London. Interpreters meet Passengers on their arrival in Marseilles.  
 For Further Particulars, apply to—  
**P. NALIN, ACTING AGENT,**  
 Queen's Building, 2  
 Hongkong, 1st June, 1908.

## NORTHERN PACIFIC LINE.

**POSTON STEAMSHIP COMPANY.**  
 CONNECTING AT TACOMA WITH  
**NORTHERN PACIFIC RAILWAY COMPANY.**

**PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA VIA MOJIL, KOBE AND YOKOHAMA.**

Steamers.	Tons.	Captain.	Sailing Date.
TREMONT	9,606	T. W. Garlick	On 1st July.
SUVERIC	6,232	W. Shotton	On 23rd July.
KUMERIC	6,232	Cowley	On 18th August.

† Storage Passengers only.  
**CHEAP FARES, EXCELLENT ACCOMMODATION, ATTENDANCE AND CUISINE. ELECTRIC LIGHT, DOCTOR AND STEWARDESS.**  
 \* The twin-screw s.s. "SHAWMUT" and "TREMONT" are fitted with very Superior Accommodation for First and Second Class Passengers. The large size of these vessels ensures steadiness at sea. Electric light in each room. Barber's shop and steam laundry. Cargo carrier in cold storage.  
**PAK. EXP. ES TO THE UNITED STATES & CANADA.**  
 For further information apply to—  
**DODWELL & CO., LIMITED,**  
 GENERAL AGENTS,  
 Queen's Buildings.  
 Hongkong, 21st May, 1908. 8

## VESSELS ON THE BERTH

**REGULAR STEAMSHIP SERVICE**  
 WITH LIBERTY TO CALL AT MALABAR COAST.

**PROPOSED SAILINGS FROM HONGKONG.**  
 For BOSTON AND NEW YORK.  
 S.S. "GHAZEE" ... 10th June.  
 For Freight and further information, apply to  
**DODWELL & CO., LTD.,**  
 Agents.  
 Hongkong, 8th June, 1908. 672

**CHINA COMMERCIAL S.S. CO., LTD.**

**NOTICE.**  
 For SALINA CRUZ, MEXICO.

**THE Steamship**  
**"MARIE."**  
 Captain G. E. Christensen, will be despatched for the above Ports on FRIDAY, the 12th inst., at Noon.  
 The Steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a fully certified Doctor.  
 For Freight or Passage, apply to  
**DAVID SASSON & Co., Ltd.,**  
 Agents.  
 Hongkong, 5th June, 1908. 804

For SHANGHAI, YOKOHAMA, KOBE AND MOJIL.

**THE Steamship**  
**"JAPAN."**  
 Captain J. G. Oliffert, will be despatched for the above Ports on FRIDAY, the 12th inst., at Noon.  
 The Steamer has superior accommodation for passengers and is installed throughout with Electric Light and carries a fully certified Doctor.  
 For Freight or Passage, apply to  
**DAVID SASSON & Co., Ltd.,**  
 Agents.  
 Hongkong, 5th June, 1908. 803

**"GLEN" LINE OF STEAMERS.**  
 For LONDON AND ANTWERP VIA SUEZ CANAL.

**THE Steamship**  
**"GLENHARR."**  
 Captain W. Haughton, will be despatched as above on MONDAY, the 15th June.  
 For Freight apply to  
**McGREGOR BROS. & GOW,**  
 Hongkong, 27th May, 1908. 861

**"SHIRE" LINE OF STEAMERS, LD.**  
 For LONDON AND ANTWERP.

**THE Steamship**  
**"CARDIGANSHIRE"**  
 Will be despatched for the above Ports on or about the 22nd June, 1908.  
 To be followed by the Steamship  
**"CARNARVONSHIRE"**  
 sailing on or about 10th July, 1908.  
 For Freight or Passage, apply to  
**SHAW, TOMES & CO.,**  
 Agents.  
 Hongkong, 1st June, 1908. 865



**AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.**

**STEAM FOR**  
 FIUME AND TRIESTE (DIRECT).  
 Calling at SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUEZ and PORT SAID.  
 Taking Cargo at through rates to the BRITISH, INDIAN, GULF, RED SEA, ADRIATIC, and AEGEAN PORTS.

**THE Company's Steamship**  
**"TRIESTE."**  
 Captain S. Chinnak, will be despatched as above on or about TUESDAY, the 23rd June.  
 This steamer has splendid accommodation for passengers, electric light and carries a doctor.  
 For information as to Passage and Freight apply to  
**SANDER, WIELER & Co.,**  
 Agents,  
 Princes' Buildings.  
 Hongkong, 1st June, 1908. 3

**THE AMERICAN AND ORIENTAL LINE.**

For NEW YORK (With Liberty to Call at the Malabar Coast).

**THE Steamship**  
**"OCEANO."**  
 will be despatched for the above Port on or about THURSDAY, the 25th June.  
 For Freight apply to  
**ARNHOLD KARBURG & Co.,**  
 Agents.  
 Hongkong, 27th May, 190



# PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS.
SHANGHAI	AMOI	About 11th June	Freight and Passage.
SHANGHAI, MOJI, KOBE	SARDINIA	About 12th June	Freight and Passage.
LONDON via USUAL PORTS	DELHI	Noon, 13th June	See Special Advertisement.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, Port Said and Marseilles	CANDIA	About 17th June	Freight only.
LONDON and ANTWERP via SINGAPORE, PENANG, COLOMBO, Port Said and Marseilles	PALERMO	About 23rd June	Freight only.

For further Particulars, apply to  
HONGKONG, 5th June, 1906.

F. J. ABBOTT,  
Acting Superintendent.

# CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
HONGKONG, PAKHOI and HAIPHONG	"SINGAN"	On 9th June, 9 A.M.
AMOI, MANILA, CEBU and ILOILO	"SUNGRIANG"	On 9th June, 4 P.M.
MANILA	"FAMING"	On 9th June, 4 P.M.
SHANGHAI	"HANYANG"	On 10th June, 4 P.M.
NINGPO and SHANGHAI	"YOHOW"	On 10th June, 4 P.M.
HONGKONG and HAIPHONG	"HUPEH"	On 11th June, 9 A.M.
SWATOW, CHEFOO and TIENTSIN	"KUEICHO"	On 11th June, 4 P.M.
NEWCHANG	"KWEIYANG"	On 11th June, 4 P.M.
MANILA ZAMBOANGA, THURSDAY ISLAND, COOKTOWN, CAIRNS, OWNSVILLE, BRISBANE, SYDNEY, with Transhipment for TASMANIA, NEW ZEALAND, ADELAIDE, FREMANTLE and PERTH	"TSINAN"	On 15th June, 4 P.M.

MANILA STEAMERS and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A duly qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

REDUCED SALOON FARES, SINGLE AND RETURN, TO MANILA AND AUSTRALIAN PORTS.

For Freight or Passage, apply to—  
HONGKONG, 5th June 1906.

BUTTERFIELD & SWIRE,  
AGENTS.

# NORDDEUTSCHER LLOYD BREMEN IMPERIAL GERMAN MAIL LINES.

FOR	STEAMERS	TO SAIL
NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP & HAMBURG	"PRINZ HEINRICH"	Wed. day, 17th June, at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	"GOEBEN"	About Wed. day, 17th June.
MANILA, NEWGUINEA, BRISBANE, SAMARAI, SYDNEY & MELBOURNE	"MANILA"	Thursday, 18th June, at 5 P.M.
YOKOHAMA & KOBE	"PRINZ WILHELM"	About Friday, 26th June.
RUDAT & SANDAKAN	"BOERNE"	End of June.

For further Particulars, apply to  
HONGKONG, 5th June, 1906.

NORDDEUTSCHER LLOYD,  
MELOHERS & CO.,  
GENERAL AGENTS, HONGKONG & CHINA.

# HAMBURG-AMERIKA LINIE HAMBURG.

## EAST ASIATIC FREIGHT SERVICE.

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAITS and COLOMBO, to HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports, also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Sea and Baltic Ports, and all North and South American Ports, also via Aden or Port Said, by the Company's "Arabian and Persian Service" to Arabian and Persian Gulf Ports.

### NEXT SAILINGS FROM HONGKONG:

OUTWARD.	HOMeward.
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SAXONIA ... 19th June	FOR LISBON, HAVRE, BREMEN & HAMBURG: S.S. SCANDIA ... 15th June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. ISTRIA ... 18th June	FOR GENOA AND Marseilles & HAMBURG: S.S. HELIAS ... 18th June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SILVIA ... 26th June	FOR ANTWERP, ROTTERDAM, BREMEN & HAMBURG: S.S. BRISGAVIA ... 23rd June
FOR SHANGHAI, YOKOHAMA & KOBE: S.S. SLAVONIA ... 8th July	FOR HAVRE & HAMBURG: S.S. DORTMUND ... 12th July
	S.S. ISTRIA ... 26th July
	S.S. SAXONIA ... 9th Aug.

Further Particulars, apply to—  
HONGKONG, 8th June, 1906.

HAMBURG-AMERIKA LINIE,  
HONGKONG OFFICE.

# INDO-CHINA S. NAV. CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	"TAISANG"	Wed. day, 10th June, Noon.
MANILA via AMOI	"YUENSANG"	Wed. day, 10th June, 4 P.M.
MANILA	"LOONGSANG"	Friday, 18th June, 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOI	"NAMSANG"	Tuesday, 23rd June, Noon.
SINGAPORE, PENANG & CALUTTA	"FOOKSANG"	Wed. day, 24th June, Noon.

RETURN TOURS TO JAPAN.  
OCCUPYING 24 DAYS.

The steamers "KUTSANG," "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing stay of 5 to 6 days in Japan, if passengers leave the steamer at Yokohama and rejoin at Kobe. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First-Class Passengers and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to Yangtze Ports, Chefoo, Tientsin and Newchang.

Telephone No. 61

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD.,  
HONGKONG, 5th June, 1906.

JARDINE, MATHESON & Co., LTD.,  
GENERAL MANAGERS.

# CHARGEURS REUNIS, FRENCH STEAMSHIP COMPANY. HEAD OFFICE: PARIS.

## ALL ROUND THE WORLD LINE.

OUTWARD via SUEZ:—Antwerp, Dunkirk, La Pallice, Marseilles, Genoa, Naples, Colombo, Singapore, Hongkong, Chinsanto, (Peking Tientsin), Kobe, Yokohama, Genoa to Hongkong in 30 DAYS.  
NAPLES to HONGKONG in 29 DAYS.

Unique Opportunity to make a Tour in North China and Japan with Great Speed, Safety and Comfort.

TRANS-PACIFIC:—Victoria (B.C.), Vancouver, Seattle, San Francisco.

CONNECTING WITH CANADIAN PACIFIC RAILWAY.  
Freight to Overland } via Vancouver  
Passengers to Overland and Europe }  
YOKOHAMA to VANCOUVER 13 DAYS  
YOKOHAMA to LONDON and PARIS 26 DAYS

HOMEWARD via MAGELLAN STRAITS:—Mexico, River Plate, Brazil, La Pallice, Liverpool.

### PROPOSED SAILINGS:

† AMIRAL EXELMANS 25th July	= MALTE	... 12th Oct.
= OUESSANT ... 27th Aug.	= CEYLAN	... 26th Nov.
	= COESSE	... 11th Jan. 08

† No Passengers. † Intermediate Class and Rates of Passage.  
= New Twin Screw, 16,000 tons Displacement, 1st Class accommodation, Splendidly equipped with single berth Cabins. All Round the World Tickets by these boats.

For Further Particulars, apply to—  
P. NALIN, Acting Agent,  
FRENCH MAIL OFFICE,  
HONGKONG, 4th June, 1906.

# OSAKA SHOSHEN KAISHA.

## REGULAR STEAMSHIP SERVICE BETWEEN HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA.

### PROPOSED SAILINGS FROM HONGKONG— SUBJECT TO ALTERATION.

FOR	THE CO'S S.S.	LEAVING
AMPING via SWATOW, "FUKUSHEU MARU"	Capt. T. Ito	WED. DAY, 10th June, at Daylight.
• TAMSUI via SWATOW, "JOSHIN MARU"	Capt. H. S. SMITH	SUNDAY, 14th June, at 9 A.M.
† SHANGHAI via SWATOW, "SHOSHU MARU"	Capt. M. Nemoto	THURSDAY, 18th June, at 10 A.M.

• These new Steamers have excellent accommodation for First and Second Class Passengers and are fitted throughout with Electric Light. First-class Cabin Amidships. Unrivalled Table and Taking Cargo on Through Bills of Lading to all Yangtze and Northern China Ports. For Freight, Passage and further information, apply at the Company's local Branch Office Second Floor, No. 1, Queen's Buildings.

HONGKONG, 5th June, 1906.

T. ARIMA, Manager.

# CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

## LUXURY—SPEED—PUNCTUALITY.

THE ONLY LINE THAT MAINTAINS A REGULAR SCHEDULE SERVICE OF 12 days Across the Pacific to the "EMPERESS LINE," Having 5 to 10 days Ocean Travel. 12 DAYS YOKOHAMA to VANCOUVER. 21 DAYS HONGKONG to VANCOUVER.

PROPOSED SAILINGS.	Leave HONGKONG	Arrive VANCOUVER
R.M.S. "EMPERESS OF INDIA" 6,000	SATURDAY, 18th June ... 4th July	4th July
"LENNOX" 3,700	THURSDAY, 18th June ... 17th July	17th July
"EMPERESS OF JAPAN" 6,000	SATURDAY, 4th July ... 25th July	25th July
"MONTAGUE" 6,163	SATURDAY, 11th July ... 4th Aug.	4th Aug.
"EMPERESS OF CHINA" 6,000	SATURDAY, 25th July ... 18th Aug.	18th Aug.
"GLENFARG" 3,700	SATURDAY, 8th Aug. ... 6th Sept.	6th Sept.

• S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPERESS" Steamers will depart from HONGKONG at 4 P.M. S.S. "MONTAGUE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Special Mail Express, and at QUEBEC with the Co's NEW PALATIAL "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class ... via Canadian Atlantic Ports or New York 27.10  
Intermediate on Steamers ... 240 " 242.  
and 1st Class Railways ...

First Class rate to London includes best of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct Line.

R.M.S. "MONTAGUE" carries Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval Military, Diplomatic, and Civil Services, and to European Officials in the Service of China and Japan Governments.

Maps, Routes, Handbooks, Rates of Freight and Passage, apply to  
D. W. CRADDOCK, General Traffic Agent for China,  
Corner Pelder Street and Prays, opposite Blake Pier.

# HONGKONG-MANILA.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila. Saloon amidships, Electric Light, Perfect Cuisine. SURGEON and STEWARDESSE carried. All the most up-to-date arrangements for comfort of Passengers.

## CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

STEAMSHIP	TONS.	CAPTAIN	FOR	SAILING DATE.
ZAFIRO	2540	R. Rodger	Manila	On 18th June, Noon.
RUBI	2540	R. W. Almond	Manila	On 20th June, Noon.

For Freight or Passage apply to

SHEWAN, TOMES & CO.,  
GENERAL MANAGERS.

# THOS. COOK & SON, TOURIST, STEAMSHIP & FORWARDING AGENTS, BANKERS, & C.

HEAD OFFICE:—LUDGATE CIRCUS, LONDON, E.C.

TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.

TOURS arranged to ALL PARTS of the WORLD.

BAGGAGE collected, forwarded and insured at lowest rates.

LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.

FOREIGN MONIES exchanged.

Head Office for the Far East:—  
16, DES VOEUX ROAD  
HONGKONG.

Japan Office:  
14, WATER STREET,  
YOKOHAMA.

# SHIPPING IN PORT.

## STEAMERS.

ALDENHAM, British str., 3,808, St. John George, 7th June—Australia via Sydney 14th May, General—Gibb, Livingston & Co.	ARABIA, German str., 2,867, C. Neumann, 7th June—Portland 23rd April, Flour and Lumber—Portland Asiatic S.S. Co.	BOURBON, French str., 397, Le Bail, 30th May—Saigon 26th May, General—Chinese.	CAMATA, British str., 2,503, P. Gibson, 6th June—Kuchino 1st June, Coal—Mitsui Bussan Kaisha.	CARL DREIBERG, German str., 774, T. Kayser, 8th June—Haiphong and Hoibow 5th June, General—Jensen & Co.	CHANGHONG, British str., 1,203, Pickett, 2nd June—Wuhu and Chinkiang 29th May, General—Butterfield & Swire.	CHILDA, Norwegian str., 1,102, H. Nielsen, 2nd June—Bangkok 27th May, General—Butterfield & Swire.	CHOYANG, British str., 1,424, A. E. Sandback, 3rd June—Shanghai 30th May, via Swatow 2nd June, General—Jardine, Matheson & Co.	COURTFIELD, British str., 4,897, John Wiseman, 25th May—Moji 20th May, Coal—Mitsui Bussan Kaisha.	DAONY, Norwegian str., 940, O. Abrahamsen, 7th June—Daly 31st May, General—Asgaard, Thoresen & Co.	DEUPAR, Norwegian str., 1,102, J. Bing, 25th May—Bangkok 18th May, Rice—Butterfield & Swire.	EIGER, Norwegian str., 875, N. S. Nielsen, 3rd June—Bangkok 27th May, Rice—Chinese.	EMPEROR OF INDIA, British str., 6,000, E. Bootham, 4th June—Vancouver 18th May, Mails and General—C. P. R. Co.	ERNEST SIMONS, French str., 2,890, R. Gerard, 7th June—Yokohama and Shanghai 5th June, General—Messageries Maritimes.	FAUSANG, British str., 1,410, H. S. Martin, 7th June—Saigon 2nd June, Rice—Jardine, Matheson & Co.	FUKUSHEU MARU, Japanese str., 1,090, T. Ito, 6th June—Swatow 5th June, General—Osaka Shosen Kaisha.	GAZER, British str., 3,263, D. A. Cava, 5th June—Keelung 2nd June, General—Dodwell & Co.	HAIMUN, British str., 656, J. W. Evans, 7th June—Fochow June 4th, Amoy 5th, and Swatow 6th, General—Douglas, Lapraik & Co.	HAIYANG, British str., 1,207, Trowbridge, 31st May—Chinkiang 29th May, General—Butterfield & Swire.	HAIPHONG, French str., 509, Pomfret, 2nd April—Haiphong 18th April, Ballast—Wilks & Jacks.	HILARY, German str., 1,276, H. Uecker, 29th May—Saigon 24th May, Rice—Sander, Wyler & Co.	HINSANG, British str., 2,346, A. G. Smith, 28th May—Haiphong 26th May, Coal—Jardine, Matheson & Co.	ISCHIA, Italian str., 2,481, Balisti Giusseppe, 4th June—Bombay 17th Peasong 26th and Singapore 28th May, General—Carlyle & Co.	IYO MARU, Japanese str., 3,918, S. Ishikawa, 31st May—Japan and Shanghai 28th May, Lumber, Cotton Yarn and General—Nippon Yusen Kaisha.	KIANGCHING, Chinese str., 1,002, Bressander, 3rd June—Shanghai 30th May, General—Chinese.	KNUTTER, German str., 643, D. Hunk, 31st May—K. C. Wan 30th May, General—Jensen & Co.	KOBEA, American str., 5,361, Andrew Dixon, 4th June—San Francisco via Ports 9th May, General—Pacific Mail S.S. Co.	KUEICHO, British str., 1,215, G. Hooker, 6th June—Tientsin and Swatow 5th June, General—Butterfield & Swire.	KWANGLEE, Chinese str., 1,804, R. Lincoln, 2nd June—Shanghai 30th May, General—Chinese.	KWEIYANG, British str., 1,044, Dawson, 5th June—Newchwang May 27th, Daly 29th, and Chefoo 30th, General—Butterfield & Swire.	LENNOX, British str., 2,361, F. McNair, 5th June—Vancouver 5th May, via Japan ports Shanghai and Woosung 2nd June, General—Canadian Pacific Railway Co.	LOYAL, German str., 1,237, Fr. Natzius, 25th May—Cowie 18th May, Coal—Sander, Wyler & Co.	MAJAL, Norwegian str., 1,193, K. Gabrielsen, 2nd June—Saigon 28th May, General—Wallem & Co.	MANILA, German str., 1,108, J. Miesner, 30th May—Sydney 5th May, General—Melchers & Co.	MARIE, German str., 1,169, P. E. Christiansen, 26th May—Salina Cruz 20th April, Ballast—China Commercial Steamship Co.	MATHILDE, German str., 681, A. F. Uiderup, 25th May—Haiphong and Hoibow 24th May, Rice and General—Jensen & Co.	MERAPI, Dutch steamer, 1,527, E. Udale, 25th May—Singapore 19th May, General—Chinese.	NANCHANG, British str., 1,228, W. J. Miller, 7th June—Chefoo 1st June, Beans—Butterfield & Swire.	NERTS, Dutch str., 1,438, Wester, 13th May—Hankow—Arnold, Karberg & Co.	OCEANO, British str., 1,738, M. L. Bram, 20th May—Hongay 17th May, Coal—Dodwell & Co.	ORIEL, British str., 2,205, G. Maddrell, 3rd June—Moji 28th May, Coal—Bradley & Co.	PEHO, German str., 476, V. Flottwell, 27th May—Saigon 22nd May, Rice—Hamburg-Amerika Linie.	PERCHABUL, German str., 2,190, C. Wolf, 7th June—Kolsobang 31st May, Rice, Meal and Wood—Butterfield & Swire.	PHEUMPHET, British str., 1,065, J. H. Scott, 25th May—Saigon 20th May, Fish and Meal—Chinese.	PITSANULOK, German str., 1,200, T. Hoyenga, 26th May—Bangkok May 17th, via Swatow 24th, Rice and Timber—Butterfield & Swire.	POWATAN, British str., 1,050, Turner, 29th May—Salina Cruz 24th April, Ballast—Chinese.	PROMETHEUS, Nor. str., 1,024, O. Kornelissen, 4th June—Bangkok 28th May, Rice—Butterfield & Swire.	RAGNAR, Norwegian str., 1,220, Angensen, 5th June—Rajang 23rd May, Timber—Wallem & Co.	SHANTUNG, German str., 1,688, C. Gosewitsch, 3rd June—Bangkok 27th May, Rice and Salt—Chinese.	SHAOSHING, British str., 1,307, W. McIntosh, 30th May—Shanghai 28th May, General—Butterfield & Swire.	SIMONGAN, Dutch str., 1,202, H. Vos, 21st May—Samarang via Palo Laut 11th May, Sugar—Chinese.	SINGAN, British str., 1,047, E. Jamieson, 6th June—Haiphong and Hoibow 5th June, Rice, General & Pigs—Butterfield & Swire.	SUNOKIANG, British str., 937, G. H. Poppelather, 6th June—Hankow 2nd June, General—Butterfield & Swire.
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## NATAL LINE OF STEAMERS

THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in CHINA, JAPAN, AUSTRALIA, IN CONNECTION with the CHINA STEAM NAVIGATION CO.'s fortnightly service to CALCUTTA. Sailings from CALCUTTA for CANTON every fortnight.

For Freight and further particulars, apply to  
DODWELL & CO., LIMITED  
General Agents for China and Japan  
HONGKONG, 4th August, 1898.

## Cutler, Palmer & Co.'s



SHIPPERS  
Cutler, Palmer & Co., London  
AGENTS  
SIEMSEN & CO.,  
HONGKONG.

## MITSU BISHI GOSH KAISIA (MITSU BISHI CO.)

### COAL DEPARTMENT

MARUNO-UCHI, TOKYO.

Cable Address, "IWASAKI," which applies to all Branch Offices.  
At ABC 5th Ed, Western Union Codes used. All Letters to be Addressed to:  
MANAGER, MITSU BISHI Co.

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SOLE PROPRIETORS of Tokushima, Ochi, Namsanta, Shikawa, and Hojo Collieries and Sole Agents for MIYAO and KISHIDAKE COALS.

Y. SHIBUYA, Acting Manager,  
61 No. 2 Pelder Street, Hongkong.

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BUSINESS CIRCULARS,  
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MADE TO ORDER  
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ALL KINDS RE-BOUND

IN THE BEST MATERIALS.

Estimates furnished on Application to the  
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ENQUIRIES into alleged losses of such Postal Boxes as are sent to the following Local Deliveries:—Separate boxes to Town, Kowloon, and the Peak. The Boxes are sent to Queen's Road.

REGISTRATION.—Correspondence can be received to one hour before the time of closing. With any three packets will be accepted up to a quarter of four. Registered mails to Shanghai, Japan, &c., are sent by the ordinary mail, and are delivered less than contract packets close half an hour before the time of delivery. Registered mails are delivered a quarter of an hour before the ordinary mails.

<p><b>TO-MORROW.</b></p> <p>Sale, Surplus, Stores, &amp;c., at H.M.'s Naval Yard, Messrs. Hughes &amp; Hough, 11 a.m.</p> <p>Sale, Leasehold Property, Sales Rooms, Messrs. Hughes &amp; Hough, noon</p>			
<p><b>VESSELS EXPECTED.</b></p>			
<p><b>THE AMERICAN MAIL.</b></p> <p>The T.K.K. str. <i>America</i> Mail, sailed from Yokohama on the 7th inst. and is due to arrive at this port on the 18th inst.</p>			
<p><b>THE GERMAN MAIL.</b></p> <p>The I.G.M. str. <i>Goeben</i> carrying the German Mails with dates from Berlin of the 19th ult., left Colombo on Saturday, the 6th inst. a.m., and may be expected here on or about Wednesday, the 17th inst.</p>			
<p>The J.M. str. <i>Prins Wallomer</i> left Sydney on Tuesday, the 2nd inst. at noon, and may be expected here on or about Wednesday, 24th inst.</p>			
<p><b>THE INDIAN MAIL.</b></p> <p>The Indo-Chius str. <i>Nemany</i> left Calcutta for this port via the Straits on 23d inst., and may be expected here on or about the 19th inst.</p>			
<p><b>THE CANADIAN MAIL.</b></p> <p>The C.P.R. str. <i>Montreal</i> left Vancouver B.C. for Hongkong via usual ports of call at p.m. on Thursday, the 29th ult.</p>			
<p><b>SEBASTIAN STEAMERS.</b></p> <p>The Mogri Line str. <i>Montrose</i> left Singapore on Wednesday morning, the 3rd inst., and may be expected to arrive here this morning.</p>			
<p>The N.Y.K. str. <i>Yasuda Maru</i> (Australian Line) left Nagasaki for this port on the 5th inst. and is expected here to-day.</p>			
<p>The str. <i>Koronga</i> sailed from Singapore on 3rd inst. and is due here to-day p.m.</p>			
<p>The N.Y.K. str. <i>Yingo Maru</i> (European Line) left Singapore for this port on the 5th inst. and is expected here on the 11th inst.</p>			
<p>The N.Y.E. str. <i>Kaga Maru</i> (American Line) left Kobe for this port via Moji and Shanghai on the 5th inst., and is expected here on the 14th inst.</p>			
<p>The str. <i>Indramay</i> sailed from New York on the 12th inst. and is due here on or about Middle of July.</p>			
<p><b>OPPIUM.</b></p>			
<p>Quotations are:—</p>			June 6th
Malwa New	... ..	£980	per picul.
Malwa Old	... ..	£1000	"
Malwa Older	... ..	£1030	"
Malwa V. Old	... ..	£1070	"
Persian fine quality	... ..	£800	"
Persian extra fine	... ..	£880	"
Patna New	... ..	£1140	per chest.
Patna Old	... ..	—	"
Bengales New	... ..	£1070	"
Bengales Old	... ..	—	"
<p><b>STEAMERS PASSED THE CANAL.</b></p>			
<p>May 6th <i>Nippon</i>, <i>Bellerophon</i>, <i>Palma</i>  <i>Kostrica</i>, <i>Volante</i> 8th <i>Scythia</i>, <i>Antioch</i>,  <i>Touraine</i> 13th <i>Benvolio</i>, 16th  <i>Antiochus</i>, <i>Nerthus</i>, <i>Franky</i>, <i>Atyana</i>, <i>Glenrose</i>,  <i>Pennaw</i>, <i>Schuytlik</i>, 23rd—<i>Albena</i>,  <i>Antenor</i>, <i>Iomogeneus</i>, <i>Seneca</i>, <i>Socotra</i>,  <i>Indrapura</i>, <i>Istria</i>, <i>Tenkhai</i>, <i>Jason</i>, <i>Lothian</i>,  27th—<i>Benledi</i>, <i>Sambia</i>, <i>Pashan</i>, <i>Per</i>, 30th—  <i>Caledontie</i>, <i>Montgomeryshire</i>, <i>Sagonia</i>, <i>Inaba</i>  <i>Maru</i>, <i>Kawachi Maru</i>. June 3rd—<i>Nore</i>,  <i>Elizabeth Richmers</i> 6th—<i>Agamemnon</i>, <i>Asia</i>,  <i>Elizabeth</i>, <i>Andromayu</i>, <i>Libertia</i>, <i>Ningchow</i>, <i>Nubia</i>,  <i>Queen Olga</i>.</p>			
<p><b>ARRIVAL AT HOME.</b></p>			
<p>June 6th—<i>Kennebec</i>, <i>Mosmouthshire</i>, <i>Roon</i>.</p>			
<p><b>PASSENGERS</b></p>			
<p><b>ARRIVED.</b></p>			
<p>Per <i>Meuzing</i>, from Sandakan, Mr Lammett.  Per <i>Maktila</i>, from Haiphong, &amp;c., Mr Dang.  Per <i>Japan</i>, from Calcutta, &amp;c., Mrs King,  Miss Arfield, Capt. Yehen, Messrs. W. R.  Hogarth, Solomon, Coates, E. S. Sayegh, I. M.  Raymond, E. S. Levy and A. S. Hewitt.</p>			
<p>Per <i>Nikko Maru</i>, from Australia, &amp;c., Mr  and Mrs A. A. Row, Mrs A. Dean, Misses  Dean and Bryant, Messrs J. G. M. Bell, W. A.  Dean, J. M. McInchery, J. C. Daigun, C. G.  Dean, and Joe Best.</p>			
<p>Per <i>Kanagawa Maru</i>, from Japan, &amp;c.,  for Hongkong, Mr and Mrs Bidford, Capt. and  Mrs Vallage, Capt. F. C. Corroham, Rev. F.  Baldwin, Messrs G. H. Foster, C. S. John, A.  E. Gutierrez and W. R. Murray; for Singapore,  Mr and Mrs K. Inagaki, Messrs. K. Maniya,  T. A. Davidson and S. Ohzawa; for Colombo,  Mr R. Vase; for Marselles, Lieut.-Col. T.  Hirase, Capt. S. Takahashi, Capt. Nagai, Dr.  S. Tomonaga, Messrs. K. Shimizu, T. Umemura,  K. Tanaka, Chas. Houtaki, Messrs. Jacobson, de  Maslowaki, Vatriu and Pignin for Shanghai,  from Marselles, Mrs Coquet, Messrs. Fredericks  and B. Jeoi; from Colombo, Mr Fila;  from Singapore, Mrs Sassoon and infant,  Messrs. Remy, Abraham, Jacob Behs, Frank  and Panchanahal; from Saigon, Mrs Berche,  Messrs. Nambauer and Walk; for Kobe, from  Colombo, Mr Chide, Messrs. Bottelwale and  Hirose; from Singapore, Miss Tsakamacho;  for Yokohama, from Marselles, Mr Famine and  children, from Colombo, Mrs Sava, Mr  Zachariash, Ganests; from Saigon, Mr and  Mrs Coffert.</p>			
<p>Per <i>Ernest Simons</i>, for Hongkong, from  Shanghai, Mrs and Miss Young, baby &amp; amah,  Misses Sturgeon and Rayer, Messrs. Noirel, E.  H. Jordan, A. G. Fenton, Sturdinal and  Bianzino; for Saigon, from Yokohama, Mr  Fondere; from Shanghai, Mr and Mrs Smith,</p>			

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer .....	29.50	29.58	29.50
Temperature ...	74	77	77
Humidity .....	68	85	87
Wind Direction .....	E.N.E	E	E
Force .....	2	3	2
Weather .....	od	or	or
Mix .....	—	0.50	—

Highest open air Temperature on 7th ..... 77

uphill's flag ship, | LAN N. CRAWFORD & CO, |  
 Shanghai | HONGKONG | 64  
 BERTHELM A. BATH for the Concerned at 10A Des Voeux Road

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